



Parkwood Avenue & The Plaza Corridor Study

PUBLIC MEETING

October 5, 2016

Background

November 2015

- Citizen's Forum
- Council referred topic to Transportation & Planning Committee

January 2016

- Council's TAP Committee requested study

May 2016

- Walking Tours

June – September 2016

- Review & Analysis

October 2016

- Public Meetings





Parkwood Walking Tour



74%

Crossing is not comfortable for people of all ages and abilities

80%

Not enough space between pedestrians and traffic



70%

Bicycling is not comfortable for people of all ages and abilities

73%

Do not feel comfortable bicycling within the roadway



- Traffic speed
- Need for additional signals at Seigle and Pegram
- Ability to cross the street (all modes)
- Condition of sidewalks (and aesthetics)
- Concern about ability to access Greenway, LRT

The Plaza Walking Tour



58%

Crossing is not comfortable for people of all ages and abilities

61%

Not enough space between pedestrians and traffic



84%

Bicycling is not comfortable for people of all ages and abilities

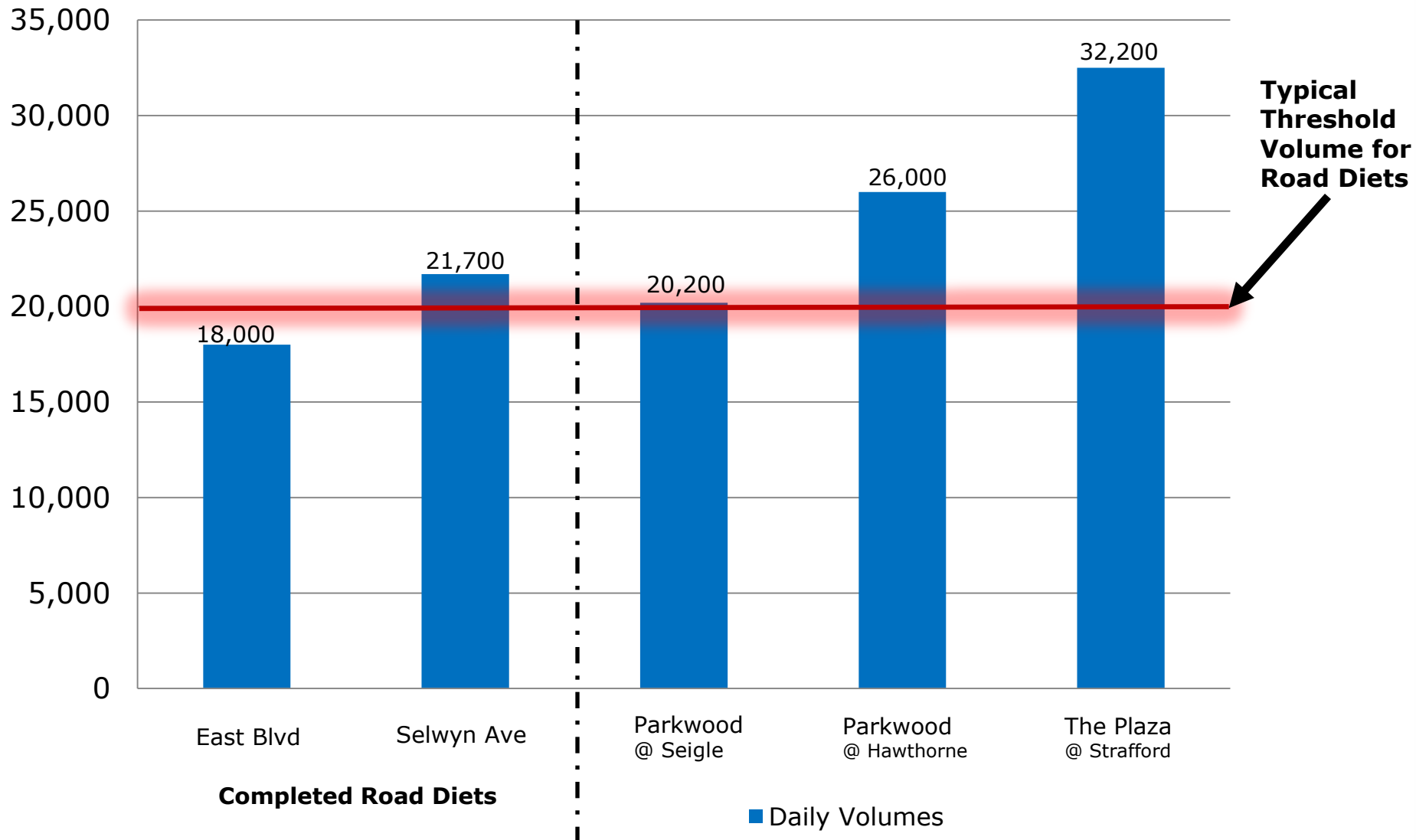
71%

Do not feel comfortable bicycling within the roadway



- Traffic speed
- Ability to cross the street (all modes)
- Condition of sidewalks (and aesthetics)
- Concern about ability to access Greenway, LRT

Road Diets






A hand-drawn decision tree diagram. At the top, the text "THE PLAZA" is written. Below it, a vertical line descends and branches into four horizontal lines, each representing a choice: "I... WALK", "BIKE", "RIDE TRANSIT", and "DRIVE". To the right of these choices, a vertical line continues, and from it, four diagonal lines branch out, each representing a possible outcome. Above these diagonal lines, the text "CHECK WHAT YOU DO!" is written. The outcomes are represented by checkmarks: "WALK" has one checkmark, "BIKE" has two checkmarks, "RIDE TRANSIT" has three checkmarks, and "DRIVE" has four checkmarks.

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graph TD
    Root[THE PLAZA] --> WALK[I... WALK]
    Root --> BIKE[BIKE]
    Root --> TRANSIT[RIDE TRANSIT]
    Root --> DRIVE[DRIVE]
    WALK --> WALK_OUTCOME[✓]
    BIKE --> BIKE_OUTCOME[✓✓]
    TRANSIT --> TRANSIT_OUTCOME[✓✓✓]
    DRIVE --> DRIVE_OUTCOME[✓✓✓✓]
  
```


Results from Last Night

A photograph of a community meeting. Several people are gathered around a table, looking at documents and talking. A woman in a blue shirt is in the foreground, looking at a document. A man in a grey shirt is standing next to her, also looking at a document. A woman in an orange shirt is standing further back, looking at a document. There are other people in the background, some looking at documents and others talking. The room has a carpeted floor and some potted plants.

"My vision for Parkwood is...

[a] complete street serving all modes of transportation for connecting people to commercial, residential and parks."

"My vision for Parkwood is...

for it to be safer for motorists, bikes and pedestrians. Also to serve as a connector from Belmont, Plaza-Midwood, [Villa] Heights, etc. to the greenway/light rail."

Results from Last Night

"My vision for The Plaza is...

A much improved sidewalk conditions plus planting strips; protected bike lanes and slowed traffic; better pedestrian crossings. I don't want to think twice about getting on my bike down Parkwood to get to the light rail, rail trail, NoDa, Uptown, etc. Right now it's terrifying so I'd love to completely change the feel of this road and be able to use it on a regular basis (not in my car!)."

"My vision for The Plaza is...

[a] safe travel to homes and businesses, for people of all ages and abilities!"

Results from Last Night

Likes...

- More space for pedestrians and bicyclists (in general)
- Bike lanes
- Potential for more traffic signals
- Reducing number of lanes
- Slowing traffic
- Consideration of alley & MUP

Dislikes...

- Potential traffic impacts of road diet option
- Length of time to implement other options
- Need to expand Right-of-Way on The Plaza to accommodate bikes and pedestrians
- Potential impacts on adjacent properties

- **Road Diet Option**

- Most effective solution to address residents' concerns
- Includes:
 - 2 lanes, buffered bike lanes
 - Intermittent medians and turn lanes
- Make connections to Lola Ave and Mecklenburg Ave for bike routing parallel to The Plaza

- **Area Plan**

- Integrate future land use analysis
- Determine most appropriate cross section for The Plaza
- Continue to vet alley pathway option

- **Ensure connections to Cross Charlotte Trail and Light Rail**

Next Steps

Fall 2016 / Winter 2017

- Report to Council's Transportation & Planning Committee
- Develop final report
- Add report to website

Future

- Identify funding source
- Continued community support!

